

COTMAN & CO.

CHINAMAN.

E. S. S. JAPAN.  
WHITE SHIRTS,  
DRESS SHIRTS,  
WASHING SCARVES,  
&c., &c., &c.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY.

Sole Agents for the  
UNITED ASBESTOS COM-  
PANY, LTD. LONDON.  
DODWELL, CARLILL & CO.,  
General Agents.

NEW SERIES No. 696. 日五十八年三十二號光

SATURDAY, SEPTEMBER 11, 1897.

大利

號十一月九英港香

THIRTY DOLLARS  
PER ANNUM.

**Banks.**  
THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.  
INCORPORATED BY ROYAL CHARTER, 1855.  
HEAD OFFICE—LONDON.

CAPITAL PAID UP.....\$300,000  
RESERVE FUND.....\$100,000  
INTEREST ALLOWED.....\$100,000  
REVENUE FUND.....\$100,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balance.  
On Fixed Deposits for 12 months.....4 per cent.  
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T. H. WHITEHEAD,  
Manager, Hongkong,  
Hongkong, 2nd June, 1897. [131]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital.....\$1,000,000  
Subscribed Capital.....\$100,000

HEAD OFFICE—HONGKONG:  
Court of Directors—  
D. Gillies, Esq., Chan Kit Shan, Esq.,  
H. Stolteforth, Esq., Chow Tung Shing, Esq.,  
J. T. Lauts, Esq., Kwan Hot Chuen, Esq.,  
Acting Chief Manager,  
GEO. MUNRO.

Interest for 12 months Fixed, 5 per cent.  
On Current Account, Daily Balance 2 per  
cent per annum.  
Hongkong, 11th August, 1897. [132]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$7,000,000  
REVENUE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:  
St. C. MICHAELSEN, Esq., Chairman.  
Hon. J. J. BELL-IRVING, Deputy Chairman.  
C. Brumfitt, Esq. A. J. Raymond, Esq.  
G. D. Böhl, Esq. R. L. Richardson, Esq.  
G. E. Dodwell, Esq. R. Shaw, Esq.  
R. M. Gray, Esq. N. A. Sleath, Esq.  
David Gobey, Esq. Gerald Slade, Esq.

CHIEF MANAGER:  
Hongkong—T. JACKSON, Esq.  
MANAGER:  
Shanghai—J. P. WADE GARDNER, Esq.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:  
For 3 months, 3 per cent. per annum.  
For 6 months, 3 1/2 per cent. per annum.  
For 12 months, 4 per cent. per annum.

T. JACKSON,  
Chief Manager.  
Hongkong, 14th August, 1897. [133]

HONGKONG SAVINGS' BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, 1st August, 1897. [134]

INSURANCES.

THE MANCHESTER FIRE INSURANCE  
COMPANY.  
ESTABLISHED A.D. 1834.

CAPITAL.....\$4,000,000  
TOTAL FUNDS AND SECURITY.....\$4,600,000  
NET ANNUAL FIRE PREMIUMS.....\$ 757,478

HAVING been appointed AGENTS of the  
above Company, we are prepared to accept  
EUROPEAN and CHINESE RISKS  
at CURRENT RATES.

HOLLIDAY, WISE & CO.,  
Agents.  
Hongkong and January, 1897. [135]

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the  
above Company are prepared to accept  
FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SEIMANN & CO.,  
Hongkong, 28th May, 1897. [136]

GENERAL NOTICE

THE ON TAI INSURANCE COMPANY  
LIMITED.

CAPITAL, TAIHS.....\$60,000  
EQUAL TO.....\$515,115.43  
RESERVE FUND.....\$310,000.00

BOARD OF DIRECTORS:  
LAW SENG YEE, Esq., Loo Yee Moon, Esq.,  
Loo Tsoo Shun, Esq. [137]

MANAGER—HO AMEL.

MARINE RISKS, &c., GOODS, &c., like  
MANUFACTURED, &c., to all parts of the  
World.

HONGKONG—T. JACKSON, Esq.

INTEREST

THE MAN-OF-WAR INSURANCE COMPANY  
LIMITED.

CAPITAL, SHIPS.....\$1,000,000

THE above Company is prepared to accept  
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To-day's  
Advertisements.

CUSTOMS NOTIFICATION.

I HEREBY publish for general information the PROVISIONAL REGULATIONS OF TRADE on the WEST RIVER.

The Chinese text of these Regulations is now being published by the Viceroy of Canton and the Superintendent of Customs in the form of a joint Proclamation.

E. B. DREW,  
Commissioner of Customs,  
Custom House,  
Canton, 10th September, 1897.

CHINESE IMPERIAL MARITIME CUSTOMS.

PROVISIONAL REGULATIONS OF TRADE ON THE WEST RIVER.

The following Regulations set forth the general conditions under which vessels of different classes are permitted to trade on the West River under the Special Article of the British Treaty of 4th February, 1897.

These Regulations consist of Five Sections, viz.—

SECTION I.—Regulations for Foreign vessels holding National or Colonial Registers.

SECTION II.—Regulations for Foreign vessels not holding National or Colonial Registers, and allowed to trade under West River Certificates.

SECTION III.—Regulations for Steamers and Launches under the Chinese Flag.

SECTION IV.—Regulations regarding Towing.

SECTION V.—Duty Rules.

REGULATIONS FOR FOREIGN VESSELS HOLDING NATIONAL OR COLONIAL REGISTERS.

All British and other Treaty-power vessels holding National or Colonial Registers are authorized to trade on the West River at the open ports of Samshui (Kongkow) and Wuchow.

2.—Further, the following four places, viz.: Kongmoon, Kunchuk, Shubing, and Takking are established as Places of Call (also termed "Stages") for the landing and shipping of passengers and goods by steamers furnished with a Six Months' Special River Certificate, as provided for in Rule 3 below.

3.—All steamers, specially reported by the Consul to the Canton, Samshui or Wuchow Customs having deposited their National or Colonial Registers at the Consulate, will be accepted by the Customs at Canton, Samshui (Kongmoon), and Wuchow in lieu of Consular Report, and will also be recognized as an authorization to trade at the Four Places of Call. No vessels except steamers provided with the Special River Certificate will be allowed to land or ship passengers or goods at the Places of Call (See however Rule 3 in Section II below.)

4.—Vessels proposing to trade on the West River must provide themselves with an Arms Certificate. This Certificate, which is to be made on a form supplied by either the Kowloon, Lappa, or Canton Customs, and signed by the Captain, must state the number of muskets, guns, swords, etc., and the quantity of ammunition carried by the vessel for self defence. The Arms Certificate may also, if preferred, be taken out at the same time and place with the West River Pass (Rules 6 and 8 below).

This Certificate once taken out, does not require to be renewed, but remains valid so long as it is correct. It will be held by the Customs at the stations named below, where vessels are required to stop when passing into Chinese waters, and it must be exhibited whenever called for by the customs authorities.

Arms, etc., found in excess of the Certificate are liable to confiscation; and a vessel detected trading in arms or munitions is liable to the penalties prescribed in the 43rd Article of the British Treaty of Tientsin.

5.—All vessels about to proceed up the River from the sea direct (Hongkong, etc.) must enter either by Wangmoon or Motomot ("Broadway"). Entering by Wangmoon, they must take the Kowloon and Junction Channel and pass into the West River at Flst Cliffs.

These are the only routes permitted on the voyage inwards or outwards from the sea direct. (N.B.—The route via Canton is provided for in Rule 7 below.)

6.—On every voyage, vessels entering the West River by Wangmoon are required to report at the (Lappa) customs stations there; those taking the Broadway must report at the Mongchao (Lappa) Station. They will be inspected without unnecessary delay on arrival, the quantity of arms, etc., on board will be noted, and Arms Certificate issued, if not already possessed.

7.—Vessel proceeding to the West River from Canton are required to take the following route, viz.: Hill Passage Salwan Channel, Talling Channel, and Janciong Channel, entering the West River at Flst Cliffs [British Admiralty Chart No. 2163]. Returning from the West River to Canton, the same route is to be adhered to.

8.—Vessels visiting the West River from Canton must take out the West River Pass at Canton. When about leaving Chinese waters, the Pass issued at Canton must be valid at that port, and surrendered at Capulmoen; or if the vessel concerned goes out via Broadway or Wangmoon if the vessel leaves Chinese waters at those places, the vessel, however, go out by the Canton Channels (Rule 7 above), the West River Pass is to be valid at Canton and surrendered at Capulmoen.

9.—Vessels taking other than the above prescribed routes into or out from the West River are liable to a fine not exceeding 100 taels.

Vessels found in the West River without the West River Pass will not be allowed to trade, and will be required to leave Chinese waters. For a second offence a fine not exceeding 500 taels will be imposed.

Vessels bound out and failing to surrender the Pass in accordance with the preceding rules are liable to a fine not exceeding 100 taels.

10.—When taking out the West River Pass, vessels must hand to the Customs a duplicate manifest of all the cargo on board, showing also Port or Stage of destination of each portion, if possible.

11.—The Customs Officials will be at liberty to seal the batches of vessels entering or trading in the West River. Seals must not be broken before the vessel reaches the next Port or Stage at which she wishes to work cargo, on pain of a fine not to exceed 100 taels. Customs employees may be put on board vessels to accompany them for purposes of surveillance.

12.—Merchandise for shipment or discharge at Stages may only be shipped from or landed into licensed native cargo boats; and it must not be removed therefrom till duty has been paid or payment satisfactorily arranged. If other than licensed cargo boats are employed, the goods will be confiscated and the boaters punished. Only authorized jetties may be used for the shipment or discharge of cargo.

To-day's  
Advertisements.

SECTION II.  
REGULATION FOR FOREIGN VESSELS NOT HOLDING NATIONAL OR COLONIAL REGISTERS, AND ALLOWED TO TRADE UNDER WEST RIVER CERTIFICATE.

[N.B.—Section I. of the present Regulations assumes that all vessels proposing to trade on the West River under the Treaty of 4th February, 1897, will hold National or Colonial Registers, and be regularly reported by their Consuls according to Treaty, etc., etc.

There are, however, other classes of vessel to be provided for, such as especially Foreign-owned steam and other vessels, which for various reasons do not hold National or Colonial Registers. For these classes, special provision is expedient; and accordingly they will be allowed to trade under WEST RIVER CERTIFICATE in lieu of Register, and in accordance with the following Rules which are to be in force till 30th June, 1898.]

1.—Foreign-owned steam vessels and Foreign-owned vessels not being steamers, if not holding National or Colonial Registers, are permitted to trade on the West River under the West River Certificate. This Certificate may be obtained from either the Kowloon, Lappa, or Canton Customs. It will be valid till 30th June, 1898, but is liable to forfeiture at any time in the event of breach of regulations. It shall be open to the Customs authorities before issuing the West River Certificate to alleged Foreign-owned vessels, to require Consular certification or other satisfactory evidence of bona fide foreign ownership.

2.—Native Goods, abraded at Kunchuk or Kongmoon to be sent abroad or to Canton pay full duty at Stage of shipment.

3.—Native Goods which have paid a full duty or more under the three preceding rules, if declared at once on arrival at Samshui or Canton (as the case may be) to be re-exportation abroad, and if actually re-exported within 12 months, will be charged no further duty. If not so declared and re-exported, such goods will be charged a full duty on exportation.

4.—Native Goods from Kongmoon to Wuchow pay at Kongmoon full and half duty; from Kunchuk to Wuchow they pay at Kunchuk full and half duty.

5.—Native Goods from Shubing and Takking pay at Wuchow pay at Wuchow full duty.

The above Regulations and Rules are provisional for a year, and are to be added to, revised, or amended as experience and local requirements may dictate.

Custom House,  
Canton, August, 1897. [1394]

To-day's  
Advertisements.

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5.—Native Goods from Shubing and Takking pay at Wuchow pay at Wuchow full duty.

The above Regulations and Rules are provisional for a year, and are to be added to, revised, or amended as experience and local requirements may dictate.

Custom House,  
Canton, August, 1897. [1394]

A CHALLENGE.

PRIVATE MOORE, W.Y.R., is agreeable to sign articles to RUN any Man in Hongkong a distance of 380 yards for the Champion of the Colony. Hongkong, 11th September, 1897. [1397]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on SATURDAY, the 2nd October proximo, at Twelve o'clock NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of Declaring Dividends.

THE TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 31st October proximo, both days inclusive.

By Order of the Board of Directors,

W. H. RAY,  
Secretary,  
Hongkong, 11th September, 1897. [1395]

FOR SHANGHAI.

"LOONGMOON," Captain F. W. Schulz, will be despatched for the above Port on MONDAY, the 13th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to SIEMSEN & Co., Hongkong, 11th September, 1897. [1385]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

"NAMOA," Captain Hall, will be despatched for the above Ports on TUESDAY, the 14th instant, at 11 A.M.

All Chinese-owned steamers, large or small, etc., if frequenting non-treaty waters by permission of the Chinese Government, are subject to the Treaty Ports or Places of all to the Imperial Customs. As regards the passages to be taken by these vessels in passing to and fro between the sea and the waters of the Kwangtung Province, the Imperial Government will have control in order to protect the Chinese revenue.

4.—If Chinese-owned steamers, large or small, etc., if frequenting non-treaty waters by permission of the Chinese Government, are subject to the Treaty Ports or Places of all to the Imperial Customs. As regards the passages to be taken by these vessels in passing to and fro between the sea and the waters of the Kwangtung Province, the Imperial Government will have control in order to protect the Chinese revenue.

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15.—If Chinese-owned steamers, large or small, etc., if frequenting non-treaty waters by permission of the Chinese Government, are subject to the Treaty Ports or Places of all to the Imperial Customs. As regards the passages to be taken by these vessels in passing to and fro between the sea and the waters of the Kwangtung Province, the Imperial Government will have control in order to protect the Chinese revenue.

16.—If Chinese-owned steamers, large or small, etc., if frequenting non-treaty waters by permission of the Chinese Government, are subject to the Treaty Ports or Places of all to the Imperial Customs. As regards the passages to be taken by these vessels in passing to and fro between the sea and the waters of the Kwangtung Province, the Imperial Government will have control in order to protect the Chinese revenue.

17.—If Chinese-owned steamers, large or small, etc., if frequenting non-treaty waters by permission of the Chinese Government, are subject to the Treaty Ports or Places of all to the Imperial Customs. As regards the passages to be taken by these vessels in passing to and fro between the sea and the waters of the Kwangtung Province, the Imperial Government will have control in order to protect the Chinese revenue.

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24.—If Chinese-owned steamers, large or small, etc., if frequenting non-treaty waters

ANYONE who has noticed the way in which the Chinese builders scamp their work can hardly be surprised that houses collapse now and then. A few days ago we noticed the Chinese method of blocking up the holes left in the wall of a building for the scaffolding supports to be put through. Instead of each hole having one or two bricks neatly fitted into it, a jumble of odd scraps was thrown in and the hole covered by a dab of mortar. No wonder that walls crack and bulge and collapse when weak spots are left in them in this manner.

TO-DAY the Chinese residents appear to be holding high carnival in many quarters. A reference to the Chinese Calendar shows that to-day is the "Mid Autumn Festival" (*Chung Ch'iu Chih*) and also the day for the Feast of Lanterns. For weeks past litterer vendors were to be seen everywhere hawking gaily-coloured paper lanterns of grotesque shapes and they all seemed to drive a steady trade. The floating population of the harbour kept up a brisk fusillade of crackers all day and many of the junks, cargo boats and sampans off West Point presented quite a gala appearance. Many had fish-shaped and other lanterns hanging aloft and all affected big red flags and streamers, some of the latter being as long as a British warship's flying-off pennant. To-night also man will make chinchia Joss to muches.

The Chinese barber charged with dragging a woman and stealing from her sundry jewellery was brought up on remand at the Magistracy yesterday. Mr. Frank Browne, Acting Government Analyst, stated that in the bottles given to him to examine he had discovered *datura alba* powdered, and mixed with liquid, in one bottle he found 55 cts. of hyoscyamus, which was the active poison, stupefying principle of *datura alba*. The cup from which the woman drank showed no trace of poison but it had probably been used afterwards.

Complainant said she felt the poison three-quarters of an hour after drinking. The *datura* poison had no taste. Evidence was given as to complainant being received at the Civil Hospital and defendant being arrested. Complainant, recalled, said she tasted nothing wrong with the sambuuk she drank. Prisoner stated that the bottle containing *datura alba* was used by him for the opium habit and the powders were also for his own private use. The pills were also to cure the opium habit. His Worship remanded the case till Wednesday next to enable enquires to be made as to whether *datura alba* was used for the opium habit. At the same time he expressed the opinion that a man not in custody was more guilty than defendant. Sergeant Hall stated the latter was a barber in Wan Chai and was well known. The other was a travelling barber and nothing had been seen of him since.

We are surprised to learn from a letter in the *Times* (says the *Advertiser*) the vessels of our fleet are not provided with ice-making machinery. For the ice in tropical waters "ice, we should have thought, is an absolute necessity." Yet it appears that it is not usual to find ice-making apparatus provided on our warships. If this be true, it can only be regarded as standing reproof to the Admiralty. With all the available steam power and machinery on board these vessels, of the equipment of which we are well proud, there surely is lost space enough, be it ever so small, for an ice-making apparatus. The space required would by no means be large, and the cost would certainly be very trifling, especially when compared with other machinery on board. We hope the master will be brought to the notice of the Admiralty and that they will see their way to remove any serious omission in the equipment of our men-of-war. It appears, however, from a letter from a firm of manufacturers in the *Times* that certain ships in the navy have recently been fitted up with ice-making apparatus, and that orders have been received to equip other ships of the fleet in a similar way. This is as it should be, but at the same time it indicates that not very long ago no such provision was made, so that the statements of the correspondent who first drew attention to the subject were probably right. Such machinery would be a very decided boon on board vessels on the China station especially.

AT the German Consular Court, Shanghai (before Dr. Ziemann, and Messrs. J. Lemke, Melchers, T. F. C. Lemke and Count Butler) Mr. Stephen Voelkel, a pharmaceutical chemist, of the firm of Voelkel and Soehner, was charged with causing the death of Willard Arthur Chambers, aged 3 years and 10 months, by dispensing strichnine instead of santonine, as prescribed by Dr. Zeilius. It will be remembered that about a month ago the deceased was ill and the Doctor called in prescribed santonine, but by mistake the chemist made up strichnine, with the result that the child died soon after the supposed santonine was administered to him by his father. Defendant said that the ticket had been passed in the Harbour Office and he was charged with not attending at the Harbour Office?

Inspector Hansen—Yes, with this man. Defendant—I attended at the Harbour Office. If the man did not go there I could not take him. His Worship told defendant to make his defence later on.

Chu Ngan, pilot, said that on the 1st Inst. he was walking along a street in Canton and he met a man who asked him to go abroad. This man brought him here with three others by the *Surat*, but when the steamer arrived here he left and went to Taipingchuan. On the morning of the 8th he was walking on the Praya and met the same man who was taking the other three on board a steamer. He told witness that he had promised to go too and asked why he did not and then took him on board a steamer. While he was there he saw the Inspector to whom he complained. He did not go to the Harbour Office nor did he receive any advance.

Defendant—If you did not want to go abroad why did you go on board?—After I went on board I changed my mind. Defendant said that the ticket had been passed with the Harbour Office and he was charged with not attending there. He went there with the holder of the ticket and did not know how this man got it. He thought that the man was a brachcomber who got an advance from a boarding house keeper to emigrate to Singapore and, having seen the Inspector, he complained to him to be taken ashore instead of his having to jump overboard and swim ashore when the ship was near Green Island.

Mr. F. H. May, Capt. Superintendent of Police, said that this man was found on board with the passage ticket and the broker was responsible, otherwise the Ordinance was only waste paper. J. Li Alves, clerk at the Harbour Office, was called and said that it was his duty to attend to emigration business. On this occasion the intending passengers attended at the Harbour Office and defendant was with them. They were informed by a Chinese interpreter where they were going and that they were free. Then each man was individually brought to him and when they were passed he chopped their ticket. Sometimes one man passed for three or four tickets, but when he recognised them he cancelled them. He could not say whether the witness Chu Ngan was there or not, as his ticket was chopped by him. Inspector Hansen said that that was all the evidence.

His Worship said he could not see an offence. Mr. May said that under section 33 the broker was responsible. He wanted a ruling as to whether the broker was responsible or not. His Worship—Find that there was no offence committed; the charge is therefore dismissed.

\* \* \* In a supplement to this issue of the *Hongkong Telegraph* there will be found a very interesting article on the Palestine Limited Liability Company, a gigantic emigration scheme which is being pushed forward with a view to obtaining for the Jews in the near future full possession of Palestine. It is proposed to people the country with Jews and to set up there a democratic form of Government based in great measure upon what is considered best in English institutions.

THE COURT CONSISTED of Major E. C. Mills, W.Y.R. (President), Capt. L. A. C. Gordon, R.A., and Lieut. F. H. Pilkington, W.Y.R. Capt. C. F. Mould, R.E., prosecuted, and Mr. H. J. Gedge (of McKersie Johnson, Stokes and Master) appeared for the defence.

This case was first heard on Thursday, when the whole day was occupied in taking the evidence of eight sappers for the prosecution and five for the defence.

The evidence for the prosecution was that the defendant had persistently asked for money and the men gave him sometimes \$3, \$2 and \$1.

The defendant told them that if they

wanted to become sappers they would have to give him money, otherwise they would get into trouble.

They got tired of this and reported the matter to their officer. The defence was that this was a concocted story.

On returning to-day, the Court was closed to consider its verdict. After about 15 minutes' consideration the prisoner was found guilty.

Capt. Mould was called to give evidence as to prisoner's character. He said prisoner had never been previously convicted and had no medals that could be forfeited. He had six years and 42 days' service. He served as a non-commissioned officer continuously; as such, for one month and half-year for six years. He had been imprisoned since the 7th Inst. on this charge.

The Court was closed again to pass its sentence on the prisoner, which will not be made known until it is confirmed by the General Officer Commanding.

#### A MILITARY COURT-MARTIAL.

##### A SERGEANT OF SUBMARINE MINERS CHARGED WITH EXTORTING MONEY.

A court-martial was held at the Garrison Library at noon to-day, on Young Fan, sergeant of the Submarine Miners. He was charged with conduct to the prejudice of military discipline in that he demanded and received money from sappers of the Submarine Miners.

The Court consisted of Major E. C. Mills, W.Y.R. (President), Capt. L. A. C. Gordon, R.A., and Lieut. F. H. Pilkington, W.Y.R. Capt. C. F. Mould, R.E., prosecuted, and Mr. H. J. Gedge (of McKersie Johnson, Stokes and Master) appeared for the defence.

THE CHRYANTHEMUMS appear to be coming on well this year, the young plants looking strong and healthy, and are giving promise of a fine display of blossoms. The weather has been particularly suited to gardening so far, and the absence of high winds, which play such sad havoc with pot plants, has also been in the favour of the gardener and spared him the vexation of seeing his most promising efforts ruined when but half grown. The dahlias are well advanced, and, although not so popular as the more showy chrysanthemums, promise a display.

We hear that a few snipe have already appeared in the paddies but are still present to scatter to afford a good bag except to the sportsman who does not mind a long and hot tramp in the blinding sunshines. It is said that partridges are fairly plentiful this season in certain localities and altogether there seems to be a fair prospect of seeing decent sport later on. By the way, it is rumoured that many of the birds from Mr. May's game preserves have migrated to a different part of the island. Should this prove to be the case they will doubtless afford a pleasant variation to the bill of fare of some enterprising Hakka squatters.

Mr. Ellich reported yesterday as shipping stocks that "Steamboat's closest ready at \$32. Disputes found buyers at \$65, but more shares are on offer, although I hear that in the report to be published shortly a final dividend of \$4 per share (making \$6 or \$12 per cent. per annum in all for the working year) will be proposed. Chinese Miners have buyers, but no sellers at quotation; an intermediate dividend of 3 per cent. has been declared on the company's preference shares, and same is payable on 1st proximo return books closing from 2/12 to the 30th instant."

COTTON yarns from Japan and India have suffered considerably, remarks the *Yapah Mall*. In consequence of the serious fluctuations in the rates of exchange on Hongkong. The trade is almost at a standstill, buyers supplying only their immediate requirements. Of Japanese yarns, 20s. in particular have suddenly fallen in value from \$3.50 to \$1.75 while there is scarcely any demand for 40s.

As for Indian yarns, sales have

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#### A SENSATIONAL ARREST.

A somewhat sensational arrest took place on Pei-der's Wharf at about 10 a.m. to-day. Among the persons walking on the pier was a Belgian named Schults, at one time living at the Western Hotel. Balliff Brown, of the Supreme Court, served a writ on Schults and desired him to accompany him to the Court. Schults became very excited, and threw the paper on the ground. Brown then attempted to arrest the man, but owing to his violent resistance the aid of Chief Balliff Howell had to be summoned. The Belgian still resisted and spoke of what he would do if he had his revolver. Against the two officers, however, his efforts were futile and he was soon lodged in custody in the Balliff's office. The warrant was issued on the suit of the Hongkong Land Investment Company, for recovery of a sum of \$480 alleged to be due as 12 months' rent at \$40 per month for a house in Ruppen Terrace taken by Schults, but never occupied by him. Two foreign ladies who had been in Schults' company followed him to his place of detention.

Later in the day, as no security was given for the payment of the amount claimed, the defendant was lodged in the debtors' prison.

#### NAVAL NEWS.

LONDON, August 13th.

Engineer Arthur S. Cleap has been appointed to the *Whiting*, to date Aug. 10th.

Owing to the scarcity of filters the defects to the *Powerful*, cruiser, Captain the Hon. H. Lambton, cannot be made good in less than six weeks, after which she will leave Portsmouth to join the China squadron.

In pursuance of the Admiralty's policy of strengthening the torpedo-boat destroyer flotillas on foreign service, seven of these vessels were commissioned at the Royal Dockyards on 1st Inst. Among them the *Whiting* was commissioned at Portsmouth by Lieut. J. P. Barton, with a complement of 62 officers and men, for service on the China Station. The *Whit* was to have been similarly commissioned by Lieut. C. Tibbitts, but owing to defects in the rudder the crew were transferred to Devonport to commission the *Shark*. The dispatch of these destroyers will by no means weaken the reserve fleet at home, as no fewer than sixteen vessels of the type have been constructed for the Royal Navy during the last three years. The destroyers will be convoyed to their stations by cruisers. Now that the destroyers have shown themselves to be such a valuable addition to the strength of our fleet it is well to make use of them as far as possible. Already there are two of these vessels, the *Handy* and the *Hard*, on the China Station, and there are five, the *Ardent*, *Banshee*, *Boyer*, *Broms* and *Dragon*, in the Mediterranean.

Defendant—This is an absolutely false charge and there is no truth in it. Am I charged with not attending at the Harbour Office?

Inspector Hansen—Yes, with this man.

Defendant—I attended at the Harbour Office. If the man did not go there I could not take him.

His Worship told defendant to make his defence later on.

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Auctions.

PUBLIC AUCTION  
OF  
THE FURNITURE, &c.,  
OF THE  
MOUNT AUSTIN HOTEL.  
THE FIRST OF A SERIES of Sales will take  
place on  
MONDAY, the 13th September, 1897,  
at 2.30 P.M.  
in the NEW BALL ROOM of the HOTEL,  
where the Undersigned will Sell by  
PUBLIC AUCTION,  
A LARGE QUANTITY OF  
BED-ROOM FURNITURE  
of every description.  
On View from SATURDAY, the 11th Sept.,  
Catalogues will be issued.  
TERMS OF SALE:—Cash on delivery.  
N.B.—In addition to the usual tram service,  
Special Cars will run every quarter of an hour  
between 3.30 P.M. and 3.30 P.M. on Sale days.  
GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 4th September, 1897. [1354]

GOVERNMENT NOTIFICATION.  
No. 351.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot on  
MONDAY,  
the 13th day of September, 1897, at 3 P.M., are  
published for general information.  
By Command,

J. H. STEWART LOCKHART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 23rd August, 1897. [1358]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Monday, the  
13th day of September, 1897, at 3 P.M., by Order  
of His Excellency the Governor, of One Lot of  
CROWN LAND at North Point, in the Colony  
of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality.   | Boundary Measurements. |    |    |    | Contents in Square Feet. | Annual Rent. | Upset Price. |
|--------------|--------------|-------------|------------------------|----|----|----|--------------------------|--------------|--------------|
|              |              |             | N.                     | E. | S. | W. |                          |              |              |
| 1            | 1,442        | North Point | 10                     | 40 | 90 | 50 | 4,900                    | 16           | 615          |
|              |              |             |                        |    |    |    |                          |              |              |

GOVERNMENT NOTIFICATION.  
No. 351.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot on  
TUESDAY,

the 14th day of September, 1897, at 3 P.M., are  
published for general information.  
By Command,

J. H. STEWART LOCKHART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 28th August, 1897. [1360]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Tuesday, the  
14th day of September, 1897, at 3 P.M., by Order  
of His Excellency the Governor, of Three Lots  
of CROWN LAND at Hung Hom, in the Colony  
of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality.    | Boundary Measurements. |     |      |      | Contents in Square Feet. | Annual Rent. | Upset Price. |
|--------------|--------------|--------------|------------------------|-----|------|------|--------------------------|--------------|--------------|
|              |              |              | N.                     | E.  | S.   | W.   |                          |              |              |
| 1            | 1,119        | W. of Market | 150                    | 150 | 47.5 | 47.5 | 7,185                    | 10           | 1,351        |
| 2            | 110          | "            | 150                    | 170 | 47.5 | 47.5 | 7,185                    | 10           | 1,351        |
| 3            | 112          | "            | 150                    | 150 | 47.5 | 47.5 | 7,185                    | 10           | 1,351        |

GOVERNMENT NOTIFICATION.  
No. 352.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held on the spot on  
WEDNESDAY,

the 15th day of September, 1897, at 3 P.M., are  
published for general information.  
By Command,

J. H. STEWART LOCKHART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 28th August, 1897. [1373]

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Wednesday,  
the 15th day of September, 1897, at 3 P.M., by Order  
of His Excellency the Governor, of One Lot of  
CROWN LAND at Honk Hom, in the Colony  
of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality.      | Boundary Measurements. |     |      |      | Contents in Square Feet. | Annual Rent. | Upset Price. |
|--------------|--------------|----------------|------------------------|-----|------|------|--------------------------|--------------|--------------|
|              |              |                | N.                     | E.  | S.   | W.   |                          |              |              |
| 1            | 1,120        | East of Market | 150                    | 150 | 47.5 | 47.5 | 7,185                    | 10           | 1,351        |
| 2            | 1,121        | "              | 150                    | 150 | 47.5 | 47.5 | 7,185                    | 10           | 1,351        |
| 3            | 1,122        | "              | 150                    | 150 | 47.5 | 47.5 | 7,185                    | 10           | 1,351        |

To be Let:

TO LET.

"BACONSFIELD"—Offices now  
occupied by Messrs. BUTTERFIELD &  
SWINE—Possession from 1st October, 1897.  
GODOWN IN DUDDELL STREET.  
Apply to  
BELLIOS & Co.  
Hongkong, 8th September, 1897. [1379]

TO LET.

HOUSES at the PEAK.  
Apply to  
H. L. DENNYS,  
Crown Solicitor's Office,  
Hongkong, 6th September, 1897. [1362]

TO LET.

DWELLING HOUSES—  
HOUSES IN RIPPON TERRACE,  
No. 20, ELGIN STREET.  
FLOORS IN STAUNTON and ELGIN  
STREETS.  
GODOWNS IN BLUE BUILDINGS;  
Apply to  
THE HONGKONG LAND INVESTMENT  
& AGENCY Co., Ltd.  
Hongkong, 22nd July, 1897. [11]

Intimations.

CAN'T STOP IT!  
A TIDAL WAVE OF POPULARITY.

THE  
B E S T  
M O S T  
W H O L E S O M E

B E E R .

WATKINS & CO., Sole Agents for Hongkong. [13]

J.-J. CARNAUD, 3, rue d'Argout, PARIS  
TIN BOXES  
STAMPED ARTICLES  
FOR  
MILITARY  
EQUIPMENT  
Apply to Messrs. DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

Y E A S O N I C .

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SUMATRA,"

FROM ANTWERP, LONDON, SUEZ,  
COLOMBO AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From Colombo, ex S.S. Hindoo.  
From Madras, ex S.S. Scindia.

Optional Goods will be landed here unless  
instructions are given to the contrary before 4  
P.M. TO-DAY.

Goods not cleared by the 11th instant at 4  
P.M. will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage  
obtained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.

Hongkong, 5th September, 1897. [13]

Hotels.

NEW VICTORIA HOTEL.

ROTISSEURIE.

MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time  
between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates

MADAR & FARMER,  
Proprietors.

Hongkong, 3rd September, 1897. [14]

WINDSOR HOTEL,  
HONG KONG.

THIS ESTABLISHMENT, situated in the  
elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation  
to Residents and Travellers.

Pasenger Elevator, from Entrance Hall to  
each Floor, in charge of experienced Attendant,  
Favourable Arrangements made for Families  
and for Monthly or Extended Periods.

P. BOHM,  
Proprietor & Manager.

Hongkong, 3rd April, 1897. [13]

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a  
high class reputation for Liberality in  
Meat, Quality of Food and Perfection of Cuisine.

THIS REPUTATION WILL BE  
MAINTAINED.

Fresh Dairy Produce, FRUIT and other  
supplies are regularly imported from the United  
States, Canada and Australia. BEER from  
Kobe and TURTLES from the Straits.

THE WINES, SPIRITS and MALT  
LIQUORS, comprising all brands in general  
demand, are the Best shipped to the Far East.

In addition to the BAR, GRILL and DINING  
ROOMS, the upper floors are arranged so as  
to provide PRIVATE ROOMS suitable for  
DINNERS or SUPPERS, &c.

PICNIC and BATHING PARTIES supplied  
with light refreshments at a moment's notice.

ICE CREAM from 1 P.M. to 11 P.M.

COLD MEAT SUPPERS from 9 to 11.30 P.M.

THOMAS'S GRILL ROOM,  
FREDERICK BISHOP,  
Manager.

Hongkong, 31st August, 1897. [13]

Consignees.

OXFORD AND ORIENTAL STEAM-  
SHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"BELGIC."

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on  
board after 4 P.M. of the 13th inst., will be landed  
at Consignees' risk and expense into Godowns  
at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 10th September, 1897. [1391]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "MACDUFF,"

FROM GLASGOW, LIVERPOOL AND  
STRATFORD.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship